

Northwest Extension Phase II

Phoenix, Arizona

New Starts Engineering

(Rating Assigned November 2019)

The rating reflected in this profile was based on the information submitted by Valley Metro and the City of Phoenix with its Engineering request in July 2019. Subsequent to the completion of FTA's evaluation in November 2019, Valley Metro and the City of Phoenix submitted a revised request on November 21, 2019, lowering the CIG share to \$158.12 million (39.4 percent). That change cannot be reflected in the project profile until FTA receives a complete revised submission from Valley Metro and the City so the rating can be updated accordingly.

Summary Description	
Proposed Project:	Light Rail Transit 1.5 Miles, 3 Stations
Total Capital Cost (\$YOE):	\$401.33 Million (Includes \$24.6 million in finance charges)
Section 5309 CIG Share (\$YOE):	\$198.26 Million (49.4%)
Annual Operating Cost (opening year 2025):	\$3.15 Million
Current Year Ridership Forecast (2018):	6,700 Daily Linked Trips 2,195,800 Annual Linked Trips
Horizon Year Ridership Forecast (2040):	8,400 Daily Linked Trips 2,775,300 Annual Linked Trips
Overall Project Rating:	Medium-High
Project Justification Rating:	Medium
Local Financial Commitment Rating:	Medium-High

Project Description: Valley Metro plans to extend its light rail system from the existing end of line station in Northwest Phoenix to the Metrocenter Mall. The project includes the purchase of three light rail vehicles, the relocation of the existing Metrocenter transit center, and the construction of a park and ride lot with a total of 260 parking spaces. The service is to operate every 12 minutes for most of the weekday, every 20 minutes during late night and early morning hours, and every 15 to 20 minutes on the weekends.

Project Purpose: The project is intended to improve connectivity across Interstate 17, provide easy access to the region's light rail system for various communities in north and west Phoenix, Glendale, and Peoria, and support transit-oriented land-use planning in the corridor, including the planned redevelopment of the Metrocenter Mall site. The project links Metrocenter to existing regional activity centers and major activity nodes such as the North Central Avenue office corridor, Phoenix Sky Harbor International Airport, Arizona State University, and downtown Phoenix. The project improves transit service in a corridor where 26 percent of the population lives below the poverty level and 17 percent of the households own no cars.

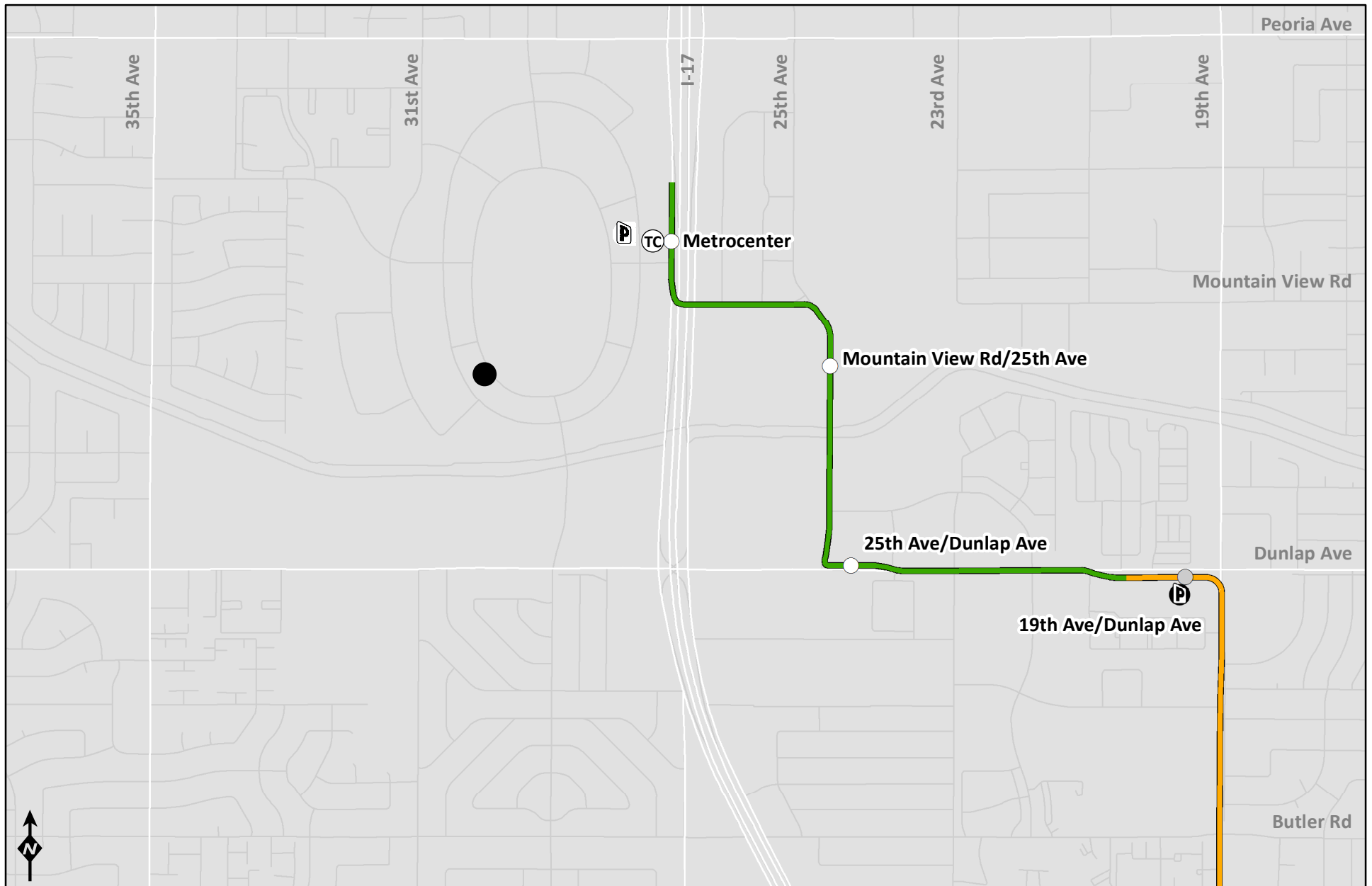
Project Development History, Status and Next Steps: The City of Phoenix selected the locally preferred alternative in November 2014, and it was adopted into the fiscally constrained long range transportation plan in June 2015. The project entered New Starts Project

Development in June 2017. Valley Metro completed the environmental review process with receipt of a Finding of No Significant Impact in February 2019. The project entered Engineering in March 2020. Valley Metro expects to receive a Full Funding Grant Agreement in early 2021 and start revenue service in April 2025.

Significant Changes Since Last Evaluation (November 2018): The project cost increased from \$340.80 million to \$401.33 million due to design refinements and additional contingency being added to the budget. The amount of CIG funding requested increased from \$168.70 million to \$198.26 Million, with the CIG share decreasing from 49.5 percent to 49.4 percent. The opening year changed from 2023 to 2025 due to contingency being added to the schedule.

Locally Proposed Financial Plan		
<u>Source of Funds</u>	<u>Total Funds (\$million)</u>	<u>Percent of Total</u>
Federal: Section 5309 New Starts	\$198.26	49.4%
Local: City of Phoenix Proposition 104 Sales Tax Revenues and Bond Proceeds	\$173.07	43.1%
Maricopa County Proposition 400 Public Transportation Fund Excise Tax Revenues	\$30.00	7.5%
Total:	\$401.33	100.0%

NOTE: The financial plan reflected in this table has been developed by the project sponsor and does not reflect a commitment by DOT or FTA. The sum of the figures may differ from the total as listed due to rounding.



NORTHWEST EXTENSION PHASE II


Phoenix, Arizona

LEGEND

 Valley Metro Rail / Station


 Northwest Extension Phase II / Station

 Existing Transit Center

 Existing Park-and-Ride

 Future Transit Center

 Potential Park-and-Ride

 Miles
0 0.125 0.25 0.5